Jetport

TESTIMONY OF CONGRESSMAN HASTINGS KEITH(R-MASS) RE: PILGRIM AIRPORT

I'm most grateful to the distinguished chairman of the Transportation Committee, for the opportunity to express my views on the Van Ness Associates' plan for an international airport and a "new city, in Southeastern Massachusetts.

Few issues in recent years have aroused as much discussion and concern among my constituents in the towns that could be affected--Bridgewater, Halifax, Kingston, Middleboro, Plympton, and Plymouth, as well as back-up towns throughout Southeast Massachusetts.

I have read the proposal, I have talked to experts in the field, I have heard from dozens of people concerning this idea. And I have concluded that this is the wrong plan, in the wrong place, at the wrong time.

In an era when our towns are increasingly hard-pressed to maintain essential services on the narrow property-tax base, this proposal would remove from ten to twenty-one thousand acres of land from the tax rolls.

At a time when interest rates are higher than ever before, and the bond market is tighter than it has been in years, and the people are demanding economy in government to halt the inflation that plagues our nation, this proposal would authorize $200 million in bonds.

At a time when our nation needs open spaces and recreation areas as never before, this plan would pave over and build on anywhere from 25 to 46 thousand largely rural acres in the midst of the Boston-Washington megalopolis.

In an era when protecting the environment is becoming an increasingly important national goal, this plan would do the opposite:

It would destroy thousands of acres of wetlands and wildlife habitat, with unforseeable results onthe ecology and water table of the region;

It would introduce serious air and noise pollution problems to an area that currently is relatively free of them;

It would profoundly affect the historical character, the sense of community and heritage of this comparatively unspoiled land.

If these factors alone were not enough to discredit the concept, there are other practical realities in the question of airport

location that are ignored here.

Foremost of these is the fact that the bulk of the population that would be served by such a jetport lives to the North and West of Boston, not the South. The transportation network to support this installation does not exist--Route 3 is the only superhighway in the area and is inadequate to handle existing traffic, and the human and financial costs of constructing the new roads necessary to service the proposed airport would be prohibitive.

The Southeastern Massachusetts area is in terms of aesthetic and historical appeal one of the richest in the nation, It is totally unsuited to developments such as Van Ness Associates proposing.

Nearly ten uears ago, when the Cape Cod National Seashore was established, we made some judgements that had a parallel in the discussion here today. It could have been developed like a Jones Beach, or a Coney Island. But we decided then that the Cape could not survive that kind of development--no mree that it was capable of handling a bridge to Martha's Vineyard, a proposal which the same Van Ness Bates authored back in 1961. It could not have absorbed these projects, that is, and remained Cape Cod as we and millions of visotors hnow and love it.

This Plymouth area, which is similar in many ways to the Cape, is equally incapable of absorbing such a project. The towns here simply cannot handle the population thatMr. Bates" new plan would bring. Even know the Southeast expressway--and the towns that surround it--is totally congested from May to September, and even year round during the rush hour. This proposal, with its accpopanying increases in demands on local capabilities, would change an uncomfortable situation to an impossible one.

The Mètropolitan Are Planning Council has been conducting a comprehensive, long-range survey of the aviation needs of the Commonwealth--a survey whose recommendations should be complete within weeks. It would be my hope that they will recognize the factors I have outlined, and recommend either a new jetport site closer

to the population centers it is intended to serve, or an expansion of Logan Airport and the suburban "satellite airports" concept. This could accommodate much more effectively short-haul, general aviation, nonθcommercial traffic from Logan. Either alternative, it seems to me, has much more to commend it than this scheme.

If this planning council were to recommend a second jetport, I understand that it would be at one of three possible sites: the area we are discussingnow, Otis Airforce base on the Cape, and somewhere between Boston and Worhhester.

I have made clear, I think, my reasons for opposing the Plymouth county site. The Otis alternative is equally misguided, in my view, for much the same reasons of inadequate transportation, inordin ate destruction of the current physical and social environment--as well as its distance from Boston.

If a new jetport is definitely needed--and I am far from convinced that it is--the optimal site would seem to be the one West of Boston. The highway connections are there, the land is there, and the people who would use it are there. It would be convenietn and easily accessible to NH, Vt. Maine, and Western Mass., as well as the southern cities of New Bedford, Fall River and Providence.

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The Van News Proposal envisions the airport in Plymouth as a membrial to the Pilgrims, calling it "Pilgrim Airport," add the new city, "Pilgirm City," and urging that it be under3ay in time for the 350th anniversary celebration of the Pilgrims' landing in 1620. I can think of nothing more offensive to the memory of the Pilgrim fathers than this proposal to afflict the worst aspects of modern civilization on the land they loved--a land that was, add is, geographically and socially unsuited for such a development.

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Jetport 1, 3

Armed Forces - Otis

address Town

Jetport 1, 3

The Commonwealth of Massachusetts

Jetport 1, 2

2/16/70

Memo To: HK, ET

From: DS

Subject: INPUT FOR TESTIMONY AGAINST PILGRIM AIRPORT PROPOSAL.

Background of Airport Problem in Massachusetts:

The Metropolitan Area Planning Council is presently reviewing the adequacy of Logan Airport with a view toward the needs of the 1990s. The Council will report to the Governor within a few weeks and will recommend (it is expected) one of two proposals. They are:

a) Expansion of Logan combined with an expansion of 10 suburban, "satellite" Airports (including South Weymouth. It would cost $10 million to upgrade the suburban airports, the federal government paying 50%, the state 40% and the municipality 10%. (It is not clear what would motivate a town like Weymouth to appropriate its 10% share in view of the Weymouth Selectmen's opposition to Crocker Snow's scheme for a study along these lines). The cost for Logan's expansion is not specified.

Under this proposal , Logan would handle only jet aircraft with the suburban airports taking over all civilian, corporate and non-commercial flights.

b) Development of a second jetport at a cost of $5000million over a period of seven years. The airport would be located at one of twelve potential sites. Reportedly, the MAPC has eliminated all but three of these for reasons such as overlap with existing air corridors. The sites are: Framingham area, the Plymouth area & Otis AFB. (Otis is supposedly out of the running because of its distance from Boston.)

Reasons to be against the Pilgrim Airport Proposal:

1) Ecology:

a) increased air pollution will afflict Plymouth county.

b) the wetlands and wildlife of the area will be endangered. The Taunton, Winnetuxet and Jones rivers could be polluted and diverted. Marshlands and underground wells could be ruined.

[illegible]

Memo To: BRC, PS

From: DS

Subject: [illegible] FOR TESTIMONY AGAINST [illegible] IN AIRPORT PROPOSALS.

Background of Airport Problem in Massachusetts:

The Metropolitan Area Planning Council is presently reviewing the adequacy of Logan Airport with a view toward the needs of the 1970s. The Council will report to the Governor within a few weeks and will recommend (it is expected) one of two proposals. They are:

a) Expansion of Logan combined with an extension of 10 suburban, "satellite" Airports (including South Weymouth. It would cost $10 million to upgrade the suburban airports, the federal government paying 50%, the state 40% and the municipality 10%. (It is not clear what would motivate a town like Weymouth to appropriate its 10% share in view of the Weymouth Selectmen's opposition to Cargoport Inc.'s bonus for a study along these lines). The case for [illegible] Logan's expansion is not specified.

Under this proposal, Logan would handle only jet aircraft with the suburban airports taking over all civilian, corporate and non-commercial flights.

b) Development of a second jet Airport at a cost of $700 million over a period of seven years. The airport would be located at one of twelve potential sites. Secretarily, the MAPC has eliminated all but three of these for reasons such as overlap with existing air corridors. The sites are: Framingham area, the Plymouth area & Otis AFB. (Otis is supposedly out of the running because of its distance from Boston.)

Reasons to be against the Sudbury Airport Proposal:

1) Economy:

a) Increased air pollution will affect Plymouth County.

b) the wildlife and wildlife of the area will be endangered. The Taunton, Nemasket and Cape rivers could be polluted and diverted. Waterlands and watercourses would be ruined.

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Jetport 1, 3

c) There will be increased noise pollution, especially with the advent of the SST and the jumbo jet.

2) Municipal:

a) creation of such a huge airport would remove much of the taxable in the affected towns, jeopardizing their fiscal position.

b) Each town is essentially a New England village, whose peaceful character and sense of community would be destroyed by the intrusion of the airport and "instant city".

c) valuable historical homes would be bulldozed, removing much of the heritage of Plymouth county.

3) Congestion:

a) there is now rail service from the Boston area to the Plympton site.

b) Route 3 is the only superhighway and that is already congested a good part of the time with Cape traffic.

c) the human and financial cost of constructing new highways and secondary roads to service the airport and instant city would be prohibitive.

Alternatives:

1) Expand Logan and dvelop suburban airports to relieve general aviation congestion.

2) Place jetport in another location like Framingham.

3) Emphasize new technology to enhance the efficiency of the existing set of airports -- such as, V/STOL (Vertical/Short Take Off and Landing), a jumbo jets and the joint use concept.

4) Develop inter-city rail transport which can relieve the burden caused by short run air flights.

HK:ds

c) There will be increased noise pollution, especially with the advent of the 747 and the Jumbo Jet.

2) Political:

a) creation of such a huge airport would create such of the related in the affected towns, jeopardizing their fiscal position.

b) such task is essentially a New England affairs, where parochial character and habits of community would be threatened by the intrusion of the airport and "Boston city".

c) voluntary municipal mergers would be difficult, requiring such of the as Metropolitan of Pittsburgh County.

3) Economic:

a) there is some evil service area the airport area by the Commission also.

b) Boston 2 is the only supersonic-ready and that is already competed a good part of the time with Logan traffic.

c) the human and financial cost of construction are large and there are many, while in reality the airport and instant city would be possibilities.

Alternatives:

1) Expand Logan and develop additional airports to relieve general aviation congestion.

2) Have jetport in another altitude (50) Fredrick.

3) Develop new airport or improve the facilities of the existing and of airports -- such as: Bedford, Hanscom Field and Logan) is those that are the point use concern.

4) Develop inter-city rail transport which can relieve the burden imposed by shorter trips for all flights.

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Jetport 1, 3

The Commonwealth of Massachusetts

Metropolitan Area Planning Council

44 School Street, Boston 02108

TELEPHONE 523-2454

Lynn Richmond
Cape Cod Standard-Times
Barney Mewis
N.B. St.

June 4, 1970

Congressman Hastings Keith
House Office Building
Washington, D.C.

JUN - 9 1970

Dear Congressman Keith:

I am deeply appreciative of receiving your views on the location of a second jetport for the Greater Boston area.

As you may know, an Interagency Committee Report on this matter will be released very soon and you will receive a copy of the Report within a few days.

I am enclosing a copy of an MAPC Staff Report on the second jetport issue which was published last year. You will note that the MAPC staff generally agrees that the Plymouth and Otis Air Force Base areas are not the best locations to serve Boston air travel market.

We would be happy to answer any further questions you might have in this matter.

Respectfully yours,

Paul E. McBride

Paul E. McBride
Director of Metropolitan Programs

PEMcB/js
Enclosure

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

MCBRIDE, PAUL
Boston

AV

25 May 1970

Mr. Paul McBride
Metropolitan Area Planning Council
44 School Street
Boston, Massachusetts

Dear Mr. McBride:

As the MAPC proceeds toward a final decision on the location of a second jetport for Greater Boston, I would like to bring to the Council's attention testimony which I delivered a few months ago to the Legislature's Joint Committee on Transportation, in opposition to the location of such an airport in Southeastern Massachusetts.

While the enclosed testimony relates primarily to the Van Ness Associates' plan for a jetport in Plympton, I believe that the objections which I raise about such a site are relevent to the possibility of Cape Cod being used for a jetport as well. Specifically, I believe that the lack of adequate highways serving such a site and its relative isolation from major population centers preclude the Cape and the rest of Southeastern Massachusetts from being selected as the airport site.

As an alternative, I would suggest a location somewhere to the west of Boston, ideally near the junction of Route 495 and the Massachusetts Turnpike. It seems to me that such a site would adequately serve the population centers of Boston, Providence, Worcester and Lawrence-Lowell while reason of its proximity to these cities and the existence of major superhighways to serve it. Accordingly, I hope that the MAPC will see fit to recommend the location of a jetport in the Framingham area.

Thank you for your attention and consideration.

Sincerely,

HASTINGS KEITH, M.C.

HK:ds/Enc.

HASTINGS KEITH
Member of Congress

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Jetport 1.13.1

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Jan. 15. '71

JAN 21 1971

Hon. Hastings Keith

Dear Sir,

I want to be counted as being very definitely against both the Otis Base jetport and Jai-alai. The Cape has suffered enough already from so-called developers and the like and it's about time people used their heads to keep Cape Cod a wonderful place to live in. At least the Chamber of Commerce has calmed down some. Rep. Steve Chumura of Ludlow and Rep. Raymond LaFontaine of Gardner had better be watched carefully.

We've got to watch the water supply too.

Sincerely

Mrs. Margaret C. Knott
Box 272
Barnstable Mass
02630

KNOTT, Mrs. Margaret C.
ARMED SERVICES-Otis

21, 1971

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Congressman. I would suggest
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Sincerely,

HASTINGS KEITH
Member of Congress

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HASTINGS KEITH
Member of Congress

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Jetport

Armed Services-Otis

1.5.2

KNOTT, Mrs. Margaret C.
ARMED SERVICES-Otis

January 21, 1971

Mrs. Margaret C. Knott
Box 272
Barnstable, Massachusetts
02630

Dear Mrs. Knott:

Thanks very much for letting me know of your opposition to a jetport on the Cape and legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by any expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Massport Authority have said they are not interested in a jetport on the Cape. Further, environmental protection statutes at the state and federal levels, I believe, would raise insuperable roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

HASTINGS KEITH
Member of Congress

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
Mrs. Hooke	Corliss Way	Eastham

Mrs. Agnes M

1.6.2

WESSELHOEFT, CONRAD(MRS)

RVICES__OTIS

971

Barnstable, Mass. Jan. 9, 71
I should like to go on record as opposed to the establishment of an international jet port at Otis Air Force Base and legalized gambling in the form of Jai-Alai in Barnstable County.
Frances Wesselhoeft
(Mrs. Conrad) 1.6.1

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of Jai-alai in

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by any expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

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With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ds

HYANNIS, MA
JAN
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026

Hon. Hastings Keith
243 Post Office Bldg
New Bedford, Mass. 02740

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
Mrs. Hawke	Corliss Way	Eastham

1.6.2

WESSELHOEFT, CONRAD (MRS)

ARMED SERVICES__OTIS

19 January 1971

Mrs. Conrad Wesselhoeft
off Pine Lane
Barnstable, Massachusetts
02630

Dear Mrs. Wesselhoeft:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by any expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Massport Authority have said they are not interested in a jetport on the Cape. Further, environmental protection statutes at the state and federal levels, I believe, would raise insuperable roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
Mrs. Thurko	Corliss Bay	Eastham
		Eastham

BOND, Mr. & Mrs. Kenneth
ARMED SERVICES - Otis

1.8.1

- 1971

13. PS

Barnstable Mass.
January 14, 1971

1.7.2

JAN 2 1971

Dear Representative Keith,

I am writing you this note to ask you to please VOTE NO on establishing jet port at Otis.

Also VOTE NO on the game of Jai-alai for Barnstable Cty.

I don't approve our Government building the new large jet planes for us and certainly don't need "ports" for other countries. This world is going around so quickly it's best to take a little time to relax —

As for Jai-alai - the game is "out" for majority - too fast and would bring an undesirable element to our respected Cape.

Yours truly,
(Mrs) Agnes M. Clinton

6, 1971

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Member of Congress

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WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
Mrs. Thurlo	Corliss Bay	Eastham

BOND, Mr. & Mrs. Kenneth
ARMED SERVICES - Otis

January 26, 1971

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Bond:

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fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to havigg this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

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HK:js

Clinton
9 George St.
Barnstable, Mass.

MASSACHUSETTS ZIP AREA 01 BI
PM
15 JAN
1971

Hon. Hastings Keith
243 Post Office Bldg.
New Bedford, Mass.
02740

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Name address Town

PAGE 112

Armed Services - Otis

BOND, Mr. & Mrs. Kenneth
ARMED SERVICES - Otis

1,8,1

January 26, 1971

Mr. and Mrs. Kenneth B. Bond
Ilexia
Lake Wequaquet
Centerville, Massachusetts

Dear Mr. and Mrs. Bond:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by an expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to n numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Massport Authority have said they are not interested in a jetport on the Cape. Further, environmental protedtion statutes at the state and federal levels, I believe, would raise insuperable roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to havigg this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

Member of Congress

HK:js

[illegible]
[illegible]

January [illegible]

Mr. and Mrs. Kenneth B. Ford
[illegible]
Lake Wequaquet
Centerville, Massachusetts

Dear Mr. and Mrs. Ford:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the desecration of [illegible] to Barnstable County.

I have [illegible] where your concerns were [illegible] environment of Cape Cod might be destroyed by an [illegible] or commercial aviation in the area. Accordingly, I [illegible] potential equinox jetport proposals and have [illegible] numerous federal and state officials, expressing my [illegible] to any type of jet landing at Otis Tenpno [illegible] planes now using that facility.

I'm happy to report that not the [illegible] jetport idea is dead. The Air Force has [illegible] it has no plans to move Otis out and the [illegible] Port Authority have said they are not interested in a jetport on the Cape. Further, any financial profit-[illegible] to state and federal level. I believe [illegible] rightly rendered by the development of a jetport in [illegible] Lakes and counties area on the Cape.

With [illegible] in mind, I'm afraid that [illegible] is beyond my [illegible] as a U.S. Congressman. I [illegible] that you enhance your [illegible] opposition to [illegible] on the Cape.

Sincerely

[illegible]
[illegible]

[illegible]

[illegible]

PAGE 112

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Jetport 1.13.1

Armed Services-Otis

Name address Town

Eastham

1.8.2

JAN 12 1971
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ILEXIA
LAKE WEQUAQUET
CENTERVILLE, MASS.

JAN 14 1971

Jan. 9, 1971

Hon. Hastings Keith,

We are very much opposed to Jai Alai and to a jet airport on Cape Cod.

Sincerely,

Kenneth B. Bond
Marion P. Bond

ERGUSON, Mrs. H.S.
) SERVICES-Otis

1.8.1

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Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
[illegible]	Orleans Rd	Eastham

FERGUSON, Mrs. H.S.
ARMED SERVICES-Otis

1.8.1

January 26, 1971

Mrs. H. S. Ferguson
Tyndrum
Barnstable, Massachusetts
02630

Dear Mrs. Ferguson:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by an expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Airport Authority have said they are not [illegible] in such a fragile on the Cape. Further [illegible] area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

Name	address	Town
[illegible]	Carlton Way	Eastham

FERGUSON, Mrs. H.S.
ARMED SERVICES-Otis

1.8.1

January 26, 1971

Mrs. H. S. Ferguson
Tyndrum
Barnstable, Massachusetts
02630

Dear Mrs. Ferguson:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by an expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Airport Authority have said they are not [illegible] in such a fragile area as the Cape. Further, on the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Serv - Otis

Name	address	Town
[illegible]	Orleans Rd	Eastham

PAGE 112

KNAPP, Mrs. Edward C
ARMED SERVICES- Otis

Jetport 1.10.1

January 26, 1971

JAN 11 1971

TYNDRUM
BARNSTABLE, MASSACHUSETTS 02630

Dear Mr Keith.
I wish to raise my voice against the Jet-Port and Jai-alai on Cape Cod
This funnel is no place
I would like to see it kept Thinly
Please vote against it
Sincerely, Mrs [illegible]

me know of your opposition to
e legalization of Jai-alai in

concern that the peaceful en-
be destroyed by any expansion
area. Accordingly, I have
posals and have written to
ficials, expressing my objection
t Otis beyond the military
y.

the foreseeable future, the
jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Mass-port Authority have said they are not interested in a jetport on the Cape. Further, environmental protection statutes at the state and federal levels, I believe, would raise insuper-able roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

KNAPP, Mrs. Edward C
ARMED SERVICES- Otis

Jetport 1.10.1

January 26, 1971

Mrs. Edward C. Knapp
Salten Point Road
Barnstable, Massachusetts

Dear Mrs. Knapp:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by any expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Massport Authority have said they are not interested in a jetport on the Cape. Further, environmental protection statutes at the state and federal levels, I believe, would raise insuperable roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

PAGE

JAN 11 1971

G-NP ?

Jetport
1.10.2

Salten Point Road,
Barnstable, Mass.

Jan. 8, 1971

Hon. Hastings Keith,
243 Post Office Building,
New Bedford, Mass.

Dear Mr. Keith:

As a man with a great love for-- and an interest in-- Cape Cod I know you will do all you can to prevent the introduction of Jai-Alai and legalized gambling to our area. There can be absolutely no advantages in this for us, as you must well be aware.

Also I would like to go on record that I have heard of no one in our area here who are for the possibility of making Otis into a jet port.

Very truly yours,
Robena C. Knapp
(Mrs. Edward C. Knapp)

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Donald Lay - Otis

XXXX LAY, Mr. Donald M
ARMED SERVICES-Otis

Jetport + L.N.L

January 26, 1971

Mr. Donald M. Lay
Rhode Island School of Design
Providence, Rhode Island
02903

Dear Mr. Lay:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the legalization of Jai-alai in Barnstable County.

I have for years shared your concern that the peaceful environment of Cape Cod might be destroyed by any expansion of commercial aviation in the area. Accordingly, I have testified against jetport proposals and have written to numerous federal and state officials, expressing my objection to any type of jets landing at Otis beyond the military planes now using that facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force has reassured me that it has no plans to phase Otis out and the Governor and Massport Authority have said they are not interested in a jetport on the Cape. Further, environmental protection statutes at the state and federal levels, I believe, would raise insuperable roadblocks to the development of a jetport in such a fragile and remote area as the Cape.

With reference to Jai-alai, I'm afraid that its legalization is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials to let them know of your opposition to having this game on the Cape.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js

January 26, 1974

Dorothy M. Day
Rhode Island School of Design
Providence, Rhode Island
02903

Dear Mr. Day:

Thanks very much for letting me know of your opposition to a jetport on the Cape and the Islands in Barnstable County.

I have for years shared your concern that the proposed development of Cape Cod might be destroyed by an unnecessary commercial aviation in the area. Accordingly, I have identified opposing jetport proposals and have written to appropriate federal and state officials, emphasizing my solicitude for any type of late landing or take-off facility.

I'm happy to report that for the foreseeable future, the jetport idea is dead. The Air Force, our largest and most powerful Authority have told me and the Barnstable Planning Board that they are not interested in a region on the Cape. Further, environmental protection structure at the state and federal levels, I believe, would raise insurmountable conditions to the development of a jetport in such fragile and transit area as the Cape.

With kindest regards, I'm afraid that the [illegible] is beyond my province as a U.S. Congressman. I would suggest that you contact your town and county officials so the [illegible] some of your concerns to bolster this [illegible].

Sincerely,

Edward M. Kennedy
United States Senator

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

JAN 13 1971

J-DS

Jet port

1-11-2

RHODE ISLAND SCHOOL OF DESIGN

Providence, Rhode Island 02903

January 12, 1971

Honorable Hastings Keith
243 Post Office Building
New Bedford, Massachusetts 02740

Dear Mr. Keith:

We, my wife, four children, and I, live in the village of Barnstable, one of the few areas on Cape Cod which have resisted the commercial exploitation which has destroyed many other parts of the Cape, and we live in fear that our beautiful area too will succumb to the creeping cancer, which greedy people euphemistically call "progress."

When I first heard of the proposal to establish an international jet port on the Cape, I thought it was being presented as a satirical gambit to emphasize by exaggeration the degree to which commercial interests seem willing to go in the obscene sacrifice of diminishing natural and beautiful areas. To learn that this proposal has been seriously considered is both shocking and depressing. I hope and must believe that every sane citizen would be strongly opposed to such a proposal.

I am also opposed to the establishment of a Jai-Alai fronton, as I am opposed to the increasing numbers of night-clubs and motels in Barnstable County, and I think it should be rejected on that basis and on the basis that it may draw criminal elements to the Cape. To object to it on the grounds that it includes gambling, simply because gambling is considered immoral, is specious. If gambling were legalized and therefore controlled, it would no longer attract the criminal element as it does now. We lived in Florida for three years and found Jai-Alai a very exciting sport to watch, but we also found it sadly ironic that our children were not permitted to see it because they were under twenty-one.

It seems clear to me that the Cape population figures have reached a critical point and that strong, even drastic measures must be taken as soon as possible to stop their growth. The threat to the natural resources

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Services - Otis

1.11.3

of Cape Cod and to the very qualities which have brought all these people to the Cape has become acute. Too many people will inevitably destroy the reason for their being there. Bermuda recognized this danger years ago and took courageous steps to save itself - Cape Cod must do the same before it is too late.

Sincerely,

Donald M. Lay Jr.

WE, THE UNDERSIGNED-----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed Svcs - Otis

Name	address	Town
[illegible]	Corliss Bay	Eastham

HASTINGS KEITH, M.C.
12TH DISTRICT, MASSACHUSETTS

WASHINGTON TELEPHONE:
AREA CODE 202: 225-3111

DISTRICT OFFICE:
243 POST OFFICE BUILDING
NEW BEDFORD, MASSACHUSETTS 02740
993-7393

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEE ON
INTERSTATE AND FOREIGN
COMMERCE

COMMITTEE ON
MERCHANT MARINE AND
FISHERIES

Jetport
1.2.1

February 12, 1971

Dear Friend:

I have recently received a petition, containing your name and expressing opposition to the establishment of a commercial jetport at Otis Air Force Base.

You may be sure that I share your strong opposition to this scheme. I have participated, along with others concerned about the future of the Cape, in the successful efforts to persuade the Governor to announce his opposition to the jetport proposal. I also testified in opposition before the Legislature's Joint Transportation Committee.

Now I am happy to report that the Otis jetport proposals are dead for the foreseeable future. The Governor and the Massport Authority have announced that they do not favor the location of a jetport in our area. And, the Air Force has advised me that it has no current plans to phase Otis out. Finally, I believe that federal and state environmental statutes, not to mention a requirement for adequate surface transportation linkages with Otis, would greatly hinder the establishment of a jetport in such an ecologically delicate and relatively remote area as the Cape.

In conclusion, you may of course be sure that I will continue to do all I can to prevent the establishment of a jetport in our area.

Sincerely,

Hastings Keith

HASTINGS KEITH
Member of Congress

HK:ds

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

Armed forces - Otis

PAGE 112

	Name	address	Town
3066	Mary Hawks	Corliss Bay	Eastham
3067	Frances C. Sane	Wendgammer Lane	Eastham
3068	Helen Pearce	Shore View Drive	E. Orleans
3069	Muriel G. Berry	N. Eastham	
3070	Ruth E. Bein	East Orleans	
3071	Janet H. Brennan	Gosnold Rd	E Orleans
3072	Gertrude Beeley	Mill Rd.	Eastham
3073	Anna L. Hallett	Ellis Rd	Orleans -
3074	Beatrice Boucland - Rte 6A	R.F.D.	Orleans
3075	Ruth E. Ambrosant	So. Orleans Rd	So. Orleans -
3076	Dorothy M. Brown	So. Orleans	Mass
3077	Janice Francis	Capt. Linnell Rd.	Orleans
3078	Leonard S. Francis	Capt Linnell Rd	Orleans, Mass.
3079	Mary D. Souza	Capt Linnell Rd.	Orleans, Mass
3080	Janice G. Kruse	Pocket Road	E. Orleans, Mass
3081	Maureen A. Lohan	Harbor Hill	Orleans
3082	Patricia A. Estabrook	Brewster Cross Rd.	Orleans Mass.
3083	Lucy M. Higgins	North Rd.	West Harwich, Mass
3084	Lucille F. M. Olsen	Pleasant Park Rd.	Harwich, Mass
3085	Kathleen T. Shaeyer	Box 203	Harwich Ma
3086	Joyce M. Coffin	5 Homer Rd	Harwich Port Mass
3087	Joan M. DeFoe	43 Elm Street	Hyannis, Mass
3088	Jane Doane	52 Pleasant St.	Harwichport
3089	[illegible]	[illegible]	[illegible]
3090	Harriet Dunham	319 Old Stage Rd.	Centerville Mass
3091	Maude Wilkinson	Salt Pd. Rd.	Eastham, Mass
3092	Helen P. Adams	9 Doane Way	Harwich Port
3093	Gertrude Shinkwin	Long Rd - Harwich, Mass.	Mass

094	Marcia B. Hekking	112 Old Main St.	Bass River, Ma.
095	Gloria Tracey	366 Gt. Marsh Rd.	Centerville, Ma.
3096	Ronald C. Nesmith	Red River Rd.	South Harwich, Ma
3097	Agnes M. Lynch	Long Pond Dr	Harwich
3098	G. Nelson Lynch	Long Pond Dr	Harwich
3099	Luise M. Sheffield	Capt. Linnell Rd.	Orleans
3100	Clifford F. Sheffield	Capt. Linnell Rd	Orleans, Ma
3101	Virginia E. Lorraine	Chatham Rd.	Orleans, Mass.
3102	William R. Lorraine	Chatham Rd	Orleans, Mass.
3103	Warren E. Clark	Chatham Rd.	Orleans Mass
3104	Evelyn H. Clark	Chatham Rd	Orleans, Mass
3105	Alida R. Wolf	Elliot Rd.	Pappoquaset, Mass
3106	Stuart E. Wolf	" "	" "
3107	Roger S. Wolf	" "	" "
3108	Lorraine Margeot	Barley Neck Rd	Orleans, Mass
3109	Fritz Mulvey	Cabin Pond Rd	Orleans Mass
3110	Jane M. Walsh	Tonset Road	Orleans Mass
3111	Elizabeth K. Crosley	Clayton Circle	Orleans Mass
3112	Henry D. Chamberlin	Clayton Circle	Orleans, Mass
3113	Thelma A. Smith	Portanquenit Rd	So. Orleans, Mass
3114	Mary L. Merrill	Field St	Chatham
3115	Carmen C. E. Cavalleri	83 Long Pond Drive	South Yarmouth
3116	William C. Reynoff	44 Jonathan Way	Brewster, Mass.
3117	Patricia C. Esmond	Box 185	Eastham Mass
3118	Richard B. Holmes	6 Pond St	S. Yarmouth
3119	Alice C. Carey	Mill Rd.	Eastham, Mass
3120	Kathleen Yiparis	Massasoit Rd.	Eastham, Mass.
3121	Patricia T. McKinnon	Bridge Rd.	Orleans Mass
3122	Dorothy P. Tulloch	Twiss Road	E. Orleans
3123	Josephine H. Young	Brownson Rd.	Orleans
3124	Dorothy J. Hollister	East Dennis	Mass
3125	Patricia B. Moss	Gibson Rd	Orl. Mass

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WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

PAGE 114

	Name	address	Town
3126	William L. Holway	Capt. Linnell Rd	Orleans
3127	James R Ehrhart	Capt Linnell Rd	Orleans
3128	Ellen Ehrhart	Capt Linnell Rd	Orleans
3129	Elizabeth Henham	Beach Plum Lane	Orleans
3130	Ralph L Taylor	Beach Plum Lane	Orleans
3131	Anne R Tajney	Beach Plum Lane	Orleans
3132	William T. Tajney	Beach Plum Lane	Orleans
3133	Adrianne Smith	Beach Plum Lane	Orleans
3134	John A Tuelly	Capt Linnell Rd	Orleans
3135	Dorothy S. Baker	Namskaket Rd	Orleans
3136	A. Claire Eldredge	30 Highland Ave.	Chatham, Mass.
3137	Joan N. Gage	Harwich Rd.	Brewster, Mass.
3138	Carlton Weeks	Wheelock Rd	North Chatham Mass.
3139	Hunter Foster	Main St.	Chatham Mass
3140	Frances Tuckett	Gibson Rd.	Orleans Mass
3141	Evangeline Peterson	Hopkins Lane	Orleans, Mass.
3142	George E Hamerschlag	6A Highway	Orleans Mass
3143	Bugetta M. Winchester	Canal Rd	Orleans Mass
3144	Bruce A. Jamieson	Nomskaket Rd	Orleans, Mass.
3145	L. William Priestley		Dennisport Mass
3146	J Menenges	Cove Rd	W Yarmouth Mass
3147	Lila Baker	MAIN ST.	E. Brewster Mass.
3148	Virginia C. Foswell	East Street	East Harwich, Mass.
3149	John H. Walsh	119 So Orleans Rd.	Orleans
3150	Robert C. Boggs	RT. 6A	Orleans Mass.
3151	George W. Kennedy	9 Cove Rd.	Orleans Mass
3152	Norma R. Alsop	Box 143 Old Colony Way	Orleans Ma
3153	Irene E Ray	Pine Ridge	Lane E. Orleans Ma

WE, THE UNDERSIGNED----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

	Name	address	Town
	Mrs. Howard Walker	Box 206 -	Res. - Eastham add - Orleans, Mass
	Mrs Doris B. Foreman	~~Box 278~~ Wequaquet Rd.	So. Orleans, Mass
	Mrs. Rudy Stachle	33 Uncle Israel's Rd	So Orleans, Mass
	Mrs Gordon Sanford	Chatham Rd.	Orleans
	Miss Elizabeth Brown	10 Academy Place	Orleans
	Mrs Pauline Newell	Box 39-E,	Orleans
	Mrs. E. P. Baker	Blue Rock Rd.	E Orleans, Mass.
	Edith P. Gardener	off Barley Neck Rd	E Orleans Mass
✓	Florence H. Bennett	Pine Needle Way	East Orleans
63	Lucy B. Keene	Poplar Rd.,	E. Orleans, Mass.
64	Ruth E Ross	Old County Road	Eastham
165	Alvin Owen	Tonset Road	Orleans
3166	Barbara D. Jawers	Lawton Rd.	Eastham, Mass.
3167	Jean W. Gordon	Walker Lane	East Orleans, Mass
3168	Kathryn B. Drumm	Twiss Road	E. Orleans Mass.
3169	Alberta M. deRonge	P.O. Box 982	Orleans, Mass
3170	Louise E. Hanamaker	Beach Plum Lane	Orleans, Mass.
3171	Nancy B. Whitbread	Champlain Rd.	Orleans, Mass
3172	Doris T. Eldredge	Route 6A	Orleans, Mass
3173	Irene C. Smith	Barley Neck Rd.	E. Orleans, Mass.
3174	Ruth E Bein	Chickadee Lane	E. Orleans Mass.
3175	Elizabeth Tierney	Chickadee Lane	E Orleans, Mass.
3176	Pauline Heaton	P.O. Box 71	So. Orleans, Mass 02662
3177	Natalie S Kuhn	P.O. Box 925	Orleans, Mass 02653
3178	Helen W. Luff	Gibson Rd.	Orleans, Mass 02653
3179	Earl F. Dunbar Jr	Willis Atwood Rd	Orleans Mass
3180	Mrs. Susan J. Doucette	Box 872 Bay Ridge Lane	Orleans, Mass.
[illegible]	[illegible]	[illegible]	[illegible]

WE, THE UNDERSIGNED-----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

28 names

	Name	address	Town
	Sherman L. Smith	Seaside Village	So. Orleans, Ma.
	J. Laurence Moffitt	Forest Rd.	Orleans, Ma.
	A. J. Petersen		Yarmouthport
	Norman M. Welch	Lewis Rd.	Harwich, Mass.
	W. G. Whitelaw	P.O. Box 405	East Orleans Mass.
	Lloyd H. Southworth	P. O. Box 212	East Orleans, Mass.
	R. F. Meader	Grist Mill Rd.	Box 85 E. Harwich Mass.
9	George M. Weir	Clayton Circle P.O.	Box 927 Orleans Mass
3190	Ruth E. Weir	Clayton Circle	P O Box 927 Orleans Mass
3191	Helen B. Hackmann	Blueberry Hills Estates	E. Brewster Mass
3192	Josephine A. Horton	R.R. 1, Box 117	Orleans, Mass.
3193	Katharine Necoll	West Rd	Orleans
3194	Sophie Simpson	Chatham Rd	Orleans, Ma.
3195	Jessie Crowe	Res: Rt. 6 Eastham	R.R. 1-Box 197 Orleans, Mass.
3196	Loretta P. Crowley	Nearview Dr.	W. Chatham
3197	Helen M. Gray	Sunset Ave	Eastham Mass.
3198	Elsie M. Mooney	Captain Linnell Rd.	Orleans, Mass
3199	Louise M. Smith	Trinella Rd	E. Orleans, Mass
3200	Faylene Marks	Brick Kiln Rd	E. Orleans, Mass.
3201	Marion S. Livingston	Box 277	Orleans, Mass.
3202	Anna B. Montgomery	Box 155	Eastham, Mass.
3203	Beatrice L. McIntyre	Box 825	" "
3204	Elizabeth Underwood	Orleans	Mass
3205	Julia M. Sullivan	Box 994	Orleans
3206	Dora M. Maloney	Box 192	S. Orleans
3207	Dorothy C. Crosby	Curlew Way	Eastham Mass
3208	Elizabeth H. Curtiss	Rt. 6 Rocks Rd.	Brewster
3209	[illegible]	[illegible]	[illegible]

WE, THE UNDERSIGNED-----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

	Name	address	Town
10	Jessie C. Frazier	Nickerson Rd,	Orleans, Mass.
11	Frances B. Jovett	" "	" "
12	Cora E. Melchers	Capt. Linnell Road	Orleans, Mass.
3213	Leonie L. Kalloch	County Rd Box 426	Eastham
3214	Ruth B. Denman	Brichtlill Rd.	Orleans Mass
3215	Ora C. Denman	"	" "
3216	Chester P. Baker	Namskaket Rd.	Orleans Mass.
3217	Donald Bell	East Main St.	Brewster, Mass
3218	Ruth C. Bell	" "	" "
3219	Frederic C Berger	Gibson Rd	Orleans Mass
3220	Marguerite Gleason	Gibson Rd.	Orleans Mass
3221	Doris L. Berger	Gibson Rd.	Orleans, Mass
3222	Ann A. Larkin	Rivers Rd. Orleans	" "
3223	Earl S. Larkin	Rivers Rd.	Orleans - Mass
3224	Ragnar F. Fallstrom	Nickerson Rd	Orleans, Mass
3225	Gloria Collins	Cedar Land Rd.	E. Orleans, Mass.
3226	Ethel R Fallstrom	P.O. Box 243	Orleans, Mass
3227	Charles H. Brown	10 Monument View Rd.	East Dennis, Mass
3228	Robert S. Erickson	16 Moonwhane	East Dennis, Mass.
3229	Harry R. Dutra	Di Lorenzo Rd	Dennis Mass
3230	Carson Kinsor	Cedar Hill Rd	East Dennis, Mass.
3231	Richard D. Lambert	Rock Hills Rd	Orleans Mass
3232	C. G. MacKinnon	Freeman St	Harwich Port, "
3233	Timothy S. Hopkins	Cedar Way	E. Orleans Mass
3234	Robert M. Frank	Beach Road	East Orleans Mass
3235	Elmer G. Gleason	Bayberry Hills	East Brewster, Ma
3236	Arthur G. Marsh	BAYBERRY HILLS	E. BREWSTER, MA.
3237	Howard C. Sinclair	0 H Monument Rd.	Orleans, Mass

WE, THE UNDERSIGNED-----TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET - AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

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	Name	address	Town
238	Carol Mogelnicki	off Main St. Box 575	Orleans, Mass.
239	Mrs. Walter B. Haughton	Off Barley Neck Rd.	E. Orleans Mass
240	Barbara E. Shourick	West Road	Orleans Mass
241	Ethel M. Chandler	Kingsbury Beach Rd.	Eastham, Mass
242	Marilyn C. Peters	Nogle Rd	E. Orleans
243	Marcia Clark	Off Rt. 124 Brewster	Mass.
244	Adam C. Tully	Pleasant Bay Rd	Orleans, Mass.
245	Dana C. Crowell	Main St.,	Brewster, Mass
246	Gilda Deragon	Steele Rd	No Eastham
247	William H. Farnham	Nauset Rd,	E. Orleans
248	Beatrice K. Barin	Pine Neck Way	E. Orleans Ma
249	Louise W. Kimball	Chatham Road	So. Orleans
250	Margaret E. F. Noble	Orleans, Mass.	(Monument Rd)
251	Mrs John R Fowler	Cooptrook Rd	N. Eastham
252	Mrs. Andrew Campbell	Blueberry Isle Rd.	Orleans
253	Sarah F. Linnell	Capt. Linnell Rd.	Orleans
254	Alan W. Campbell	Blueberry Island Rd.	Orleans
255	Philip W. Linnell	Capt Linnell Rd.	Orleans Ma
256	Bessie D. Clifford	Linnell Landing Rd	E. Brewster Mass
257	Anne M. Walther	Brewster Cross Rd	Orleans, Mass
258	Ruth Ann Rose	off Rte 6	Wellfleet, Mass
259	Robert J. Walther	Brewster Cross Rd.	Orleans, Mass.
260	Ben C. Pierce	Bridge Rd.	Orleans Mass.
261	Charlotte W. Pierce	Bridge Rd.	Orleans Mass.
262	Horace A. Clifford	Linnell Landing	E. Brewster Mass
263	Pat Shuck	Main St	Wellfleet, Mass. 02667
264	Gerald D. Shuck	Main St.	Wellfleet, Mass. 02667
265	Elizabeth F. Rossi	Sea St.	Harwich Port Mass
266	Elizabeth L. Shackley	Barley Neck Rd.	E. Orleans
267	Silas E. Howe	109 Pawkannawkut Dr.	So Yarmouth

WE, THE UNDERSIGNED---- TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS., ARE FIRMLY OPPOSED TO THE ESTABLISHMENTS OF A JET- AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

	NAME	ADDRESS	TOWN
	Mary L. King	68 Acres Ave.	W. Yarmouth
	Virginia M. King	68 Acres Ave	W. Yarmouth
	Helen K. Duffey	22 Stuff Brook Rd.	So. Yarmouth
	Florence H. Allen	18 Orchard Lane	W. Yarmouth
	Karl Wehrstedt	26 Clear Brook Rd.	W. Yarmouth
33	Sophie M. Wehrstedt	26 Clear Brook Rd.	W. Yarmouth
34	Esther T. Bestrott	29 Vernon Dr.	W. Yarmouth
3275	Catherine G. A. Savery	26 Hemenway Drive	West Yarmouth
3276	T. E. Loyd	44 Debbie Lane	So. Dennis
3277	Ethelyn W. Proctor	86 W. Yarmouth Rd	Yarmouth Port
3278	Ethel Sutherland	Early Red Berry Ln	Yarm. Port.
3279	Mary L. Case	Woodpecker Ln.	W. Dennis
3280	Elizabeth L. Ewer	29 Reflection Way	S. Yarmouth
3281	Edith M. Crotty	1 Capt Lothrop	S. Yarmouth
3282	Jerry [illegible]	26 Sachem Path	W. Yarmouth
3283	Walter Cross	66 Cranberry Sq.	Centerville Mass
3284	Ethel L. Whittemore	Corp. Rd.	Dennis Mass
3285	Velest M. Blosser	21 Abbotts Road	So. Yarmouth
3286	Gustav K. Thiemle	26 Sachem Path	W. Yarmouth
3287	Frank E. Parsons	19 Marlin Way	So. Yarmouth
3288	Viola B. Friel	25 Merrymount Rd	W. Yar.
3289	John T. Friel	25 Merrymount Rd	W. Yar
3290	Lydia Flint	46 Summer	Yarmouth Port.
3291	Elizabeth Radcliffe	32 Nightingale Dr.	So. Yarm
3292	Robert T. Duncan	17 Valley Road	W. Yarmouth
3293	Geo. A. Flint	46 Summer St.	Yarmouth Port
3294	[illegible]	[illegible]	W. Yarmouth
3295	Agnes E. Willow	26 Pond St.	So. Yarmouth
3296	Donald K. Miles	7 Kettle Cove Way	Yarmouth Port
3297	Sarah A. Miles	21 Prentice Dr.	S. Yarmouth
3298	George H. Riley	Rt. 28	W. Dennis

WE, THE UNDERSIGNED,---- TAXPAYERS, HOME-OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET-AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

NAME	ADDRESS	TOWN
M. Schoonmaker	87 Capt. Bacon Rd.	So. Yarmouth
...ype I. Benson	87 Capt. Bacon Rd.,	South Yarmouth
...ur H Cross	Main St.	Dennis Mass
...af W. Anderson	80 Capt. York Rd	So. Yarmouth
...E. Anderson	80 Capt. York Rd.	So. Yarmouth
...ard K. Solberg	74 Capt. York Rd	So. Yarmouth
...aces P. Solberg	74 Capt York Rd.	So. Yarmouth
...ise A. Flegg	75 Capt. York Rd.	So. Yarmouth
...J. Flegg	7. Capt. York Rd	So. Yarmouth
3308 M. Feeley	49 Capt. Small Rd	So. Yarmouth
3309 Florence E. Feeley	49 Capt. Small Rd	So. Yarmouth
3310 Richard E. Herrick	43 Capt. Small Rd	So. Yarmouth
3311 Hilda Herrick	43 Capt. Small Rd	So. Yarmouth
3312 Walter Johnston	81 Capt. York Rd.	So. Yarmouth
3313 Mabel B. Johnston	81 Capt. York Rd	So. Yarmouth
3314 William Greelan	57 Capt. York Rd.	So. Yarmouth
3315 Gertrude E. Greelan	57 Capt. York Rd.	So. Yarmouth
3316 Celia W. Hack	95 Capt. Chase Rd.	So. Yarmouth
3317 Neil K. Hack	95 Capt. Chase Rd	So. Yarmouth
3318 H. H. Oppenderfer	99 Capt. Chase Rd	So. Yarmouth
3319 Betty Ann Bonaggio	99 Capt. Chase Rd	So. Yarmouth
3320 Mrs H. H. Oppenderfer	99 Capt. Chase Rd	So. Yarmouth
3321 Mrs. R. E. Sylvester	100 Capt. Chase Rd.	So. Yarmouth
3322 Roger E. Sylvester	100 Capt. Chase Rd.	So. Yarmouth
3323 Howard Hopper	72 Capt. Chase Rd.	So. Yarmouth
3324 Edna Hopper	72 Capt. Chase Rd.	So. Yarmouth
3325 Edwin Hoyt	66 Capt. Chase Rd.	So. Yarmouth
3326 Mrs. B. Hoyt	66 Capt. Chase Rd	So. Yarmouth
3327 Vaedo A. Engstrand	117 Capt. Nickerson Rd.	So. Yarmouth
3328 Mrs. L. Engstrand	117 Capt. Nickerson Rd.	So. Yarmouth

WE, THE UNDERSIGNED---- TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET- AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

	NAME	ADDRESS	TOWN
	Frances M. McIntyre	76 Capt Bacon Rd.	So. Yarmouth
	Lawrence J. McIntyre	76 Capt. Bacon Rd.	So Yarmouth
	Cecil Leigh	72 Capt. Bacon Rd	So Yarmouth
	Angelo Lanza	83 Capt Bacon Rd,	So. Yarmouth Mass
	Mary M Lanza	83 Capt Bacon Rd	So Yarmouth Mass
	Mary A O'Connor	83 Capt Bacon Rd	So Yarmouth Mass.
	Gordon W Hoffman	61 Capt Bacon Rd	So Yarmouth Mass
	C. Vera Hoffman	61 Capt Bacon Rd.	So. Yarmouth, Mass.
	Arthur E. Warden	38 Capt Small Rd.	So Yarmouth Mass.
	Clara B Warden	Capt Small Rd	So Yarmouth
	Emily E. Howes	60 Capt. Bacon Rd.	So. Yarmouth
40	Catherine A. White	82 Captain Bacon Road	So Yarmouth
341	Arthur M. Walsh	75 Captain Bacon Road.	So Yarmouth
3342	Grace M. Walsh	75 Captain Bacon Rd.	So. Yarmouth
3343	Frances D. Mahony	93 Captain Bacon Rd	So Yarmouth
3344	Mary E. Mahony	93 Capt Bacon Rd	So. Yarmouth
3345	Mary E. Thompson	97 Capt Bacon Rd	So Yarmouth
3346	Mary E. Connelly	15 No Main St.	So Yarmouth
3347	William B Howes	2 Amelia Way	So Yarmouth
3348	Grace D Cross	447 Main St	Yarmouth
3349	Archibald J. Meade	107 Silver Leaf Road	Yarmouth
3350	Arthur L. Hardy	72 North Main St	So Yarmouth
3351	Roger Euler	29 Reflection Way	So Yar.
3352	Charles Spotetto	9 Chester Rd	So Yar
3353	Horace G. Eldridge	117 Telegraph Rd	Dennisport
3354	Richard G. Holland	21 Sparrow Way	So Yarmouth
3355	Joseph P. Seagle	Uncle Johns	W. D.
3356	James W. Richardson	53 GRACES WAY	South Chatham
3357	Lawrence R. Grace	16 Gingerbread Lane	Yarmouth Port
3358	Spencer L. Corrigan	42 Dearmo Sawn Rd.	W. Yarmouth

WE, THE UNDERSIGNED---- TAXPAYERS, HOME OWNERS OR RESIDENTS OF CAPE COD, MASSACHUSETTS, ARE FIRMLY OPPOSED TO THE ESTABLISHMENT OF A JET- AIRPORT AT OTIS AIR FORCE BASE ON CAPE COD.

16E
122

	NAME	ADDRESS	TOWN
	Isabelle Thompson	53 Capt. Lothrop Rd	S. Yarmouth
	Fred Thompson	53 Capt. Lothrop Rd.	S. Yarmouth
	Thelma G. Maud	Marigold Rd.	W. Yarmouth
	Donna L. Szurley	161 Buckwood Dr.	Hyannis, Mass
3363	Sheila L. Szurley	25 Town Brook Rd	W. Yarmouth
3364	Margaret A. Stord	24 Pine Needle Lane	Hyannis, Mass
3365	G. Westcott	123 Main St	S. Yarmouth Mass
3366	Russell A. Goulty	3 Clover Rd	W. Yarmouth Mass
3367	Winifred M. Goulty	3 Clover Rd.	W. Yarmouth Mass
3368	Mrs. C. W. Beckwith	15 Capt Crosby Ln	S. Yarmouth Mass
3369	Dorothy L. Weinmann	2 Captain Daniel Rd	S. Yarmouth
3370	M. Mae Crowell	2 Capt. Daniel Rd	S. Yarmouth
3371	Mr. & Mrs. Frederick Grandres	50 Capt. Lothrop Rd.	S. Yarmouth
3372			
3373			
3374	Mr & Mrs John Hornstra	56 Capt. Lothrop Rd	S. Yarmouth
3375	Ruth S. Hewitt	8 Capt. Daniel Rd	South Yarmouth
3376	Barbara A. Hewitt	8 Capt. Daniel Rd	South Yarmouth
3377	Esther J. Jameson	376 Long Pond Dr.	South Yarmouth
3378	Clara M. Thielade	376 Long Pond Dr.	So. Y.
3379	Evelyne A. Gadda	376 Long Pond Dr.	So. Yarmouth
3380	[illegible]	[illegible] Nickerson Rd.	S.Y.
3381	Marion [illegible]	141 Capt. Nickerson Rd.	S. Y.
3382	Rose J. Hughes	45 Capt. Lothrop Rd	S. Yarmouth
3383	Peter Murray	31 Cape Lothrop Rd.	S. Yarmouth
3384	William M. Hughes	45 Capt. Lothrop Rd	So. Yarmouth
3385	Becca Murray	31 Cape Lothrop Rd	S. Yarmouth
3386	Belia P. Cantrell	41 " " " "	"
3387	Helen G. Cantrell	41 " " " "	"
3388	Joseph H. Jasper	171 Capt. Nickerson Road	
3389	Thma T. Jasper	171 Capt. Nickerson Road	

TOWN OF BOURNE
BOARD OF SELECTMEN

161

TOWN OF BOURNE

HALLENBECK, Wilbur c

Armed Services-facil-otis
Jetport 1.14 -1

16 February 1971

Mrs. Wilbur C. Hallenbeck
36 Seapit Road
East Falmouth, Massachusetts
02536

Dear Mrs. Hallenbeck:

Thanks very much for your recent letter in opposition to the establishment of a jetport on the Cape.

To explain my views on this subject, I'm enclosing a copy of a form letter which I have sent out to the signers of a petition opposing a Cape jetport.

As the letter states, I'll do all I can to see that no commercial jetport is located in our area.

Sincerely,

HASTINGS KEITH, M.C.

HK:ds
Encl.

HAMILTON, Hiram C

Armed Services-Fiscal-Cuba

16 February 1971

Mrs. Wilma C. Hallenbeck
36 Sagit Road
East Falmouth, Massachusetts
02536

Dear Mrs. Hallenbeck:

Thanks very much for your recent letter in opposition to the establishment of a jaycee in the Cape.

To explain my views on this subject, I'm enclosing a copy of a form letter which I have sent out to the signers of a petition opposing a Cape jaycee.

As the letter states, I'll do all I can to see that no commercial jaycee is located in our area.

Sincerely,

HARTWELL HARRIS, M.C.

HH:da
Encl.

TOWN OF BOURNE
BOARD OF SELECTMEN

16.

D SERVICES PREP.
OTIS

Jetport
1115.1

MRS. WILBUR C. HALLENBECK
36 SEAPIT ROAD
EAST FALMOUTH, MASSACHUSETTS 02536

FEB 16

Feb 12th

Dear Mr Keith -

We hope you will help to keep a jetport from being established on Cape Cod.

Yours truly

Elizabeth Hallenbeck

1971

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this scheme.
e future of the
to announce his
opposition before

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In conclusion you may of course be sure that I will continue to do all I can to peevent the establishment of a jetport in our area.

Sincerely;

HASTINGS KEITH
Member of Congress

HK:avn

Federal Aviation Administra-

"Any future decision on the physical expansion of Logan-

TOWN OF BOURNE
BOARD OF SELECTMEN

16.

ARMED SERVICES PREP.
OTIS

Jetport
1.15.1

March 9, 1971

Mrs. Edward B. Conger
Oak Street
West Barnstable, Mass. 02668

Dear Mrs. Conger:

Thank you very much for your letter concerning a jetport at Otis Air Force Base.

You may be sure that I share your strong opposition to this scheme. I have participated, along with others concerned about the future of the Cape, in the successful efforts to persuade the Governor to announce his opposition to the jetport proposal. I also testified in opposition before the Legislature's Joint Transportation Committee.

Now I am happy to report that the Otis jetport proposals are dead for the foreseeable future. The Governor and the Massport Authority have announced that they do not favor the location of a jetport in our area. A Finally, I believe that federal and state environmental statutes, not to mention a requirement for adequate surface transportation linkines with Otis, would greatly hinder the establishment of a jetport in such an ecologically delicate and relatively remote area as the Cape.

In conclusion you may of course be sure that I will continue to do all I can to prevent the establishment of a jetport in our area.

Sincerely;

HASTINGS KEITH
Member of Congress

HK:avn

Federal Aviation Administra- physical expansion of Logan-

TOWN OF BOURNE

BOARD OF SELECTMEN

16.

TOWN OF BOURNE

15.2

Mrs Edward B. Conger
Oak St.
W. Barnstable, Mass. 02668

Feb. 27, 1971

Jetport
1.16.

Honorable Hastings Keith
House of Representatives
Washington, D.C. 20402

Dear Sir

As a resident taxpayer and native of Cape Cod we wish the Cape to remain as it is.

Please use your power to prevent disaster coming to us in the form of a jet port at Otis.

Your efforts would be greatly appreciated.

Mr. & Mrs. Edward B. Conger

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in June of

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Massachusetts.

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's,

Lanford
Ernest H. Hoffmann
Jerome L. Cahan

Board of Selectmen

ils
cc: Congressman Hastings Keith

mission, State Department of Commerce, Boston office of the Federal Aviation Administra-

expansion program saying:

"Any future decision on the physical expansion of Logan-

TOWN OF BOURNE

BOARD OF SELECTMEN

16.

TOWN OF BOURNE

BOARD OF SELECTMEN

BOURNE, MASS. 02532

TEL. 759-4486 OR 4487

PHILIP T. SANFORD, CHAIRMAN
ERNEST H. FORNI
JAMES R. McMAHON, JR.
Jeremiah F. Cahir

Jetport
1.16.

March 10, 1971

The Honorable Edward W. Brooke
Senate Office Building
Washington, D. C. 20510

Dear Senator Brooke:

The Board of Selectmen are very much concerned about the number of cutbacks that have taken place at Otis Air Force Base during the past two years and more recently the 60th Fighter Group being deactivated which will become effective in June of this year.

We feel that this area has suffered economically because of these cutbacks and we would like to discuss the Otis Air Force Base matter with you at your earliest convenience when you return to Massachusetts.

Thanking you for your cooperation in this matter, we remain

Very truly yours,

Philip T. Sanford
Ernest H. Forni
Jeremiah F. Cahir

Board of Selectmen

ils
cc: Congressman Hastings Keith

Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

expansion program saying:

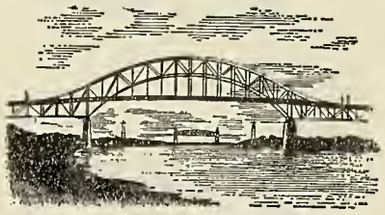
"Any future decision on the physical expansion of Logan-

TOWN OF BOURNE

BOARD OF SELECTMEN

BOURNE, MASS. 02532

TEL. 759-4486 OR 4487



PHILIP T. SANFORD, CHAIRMAN
ERNEST H. FORNI
~~JAMES R. McMAHON, JR.~~
Jeremiah F. Cahir

March 10, 1971

MAR 1971

1,17,1

The Honorable Edward M. Kennedy
Senate Office Building
Washington, D. C. 20510

Dear Senator Kennedy:

The Board of Selectmen are very much concerned about the number of cutbacks that have taken place at Otis Air Force Base during the past two years and more recently the 60th Fighter Group being deactivated which will become effective in June of this year.

We feel that this area has suffered economically because of these cutbacks and we would like to discuss the Otis Air Force Base matter with you at your earliest convenience when you return to Massachusetts.

Thanking you for your cooperation in this matter, we remain

Very truly yours,

Philip T. Sanford
Ernest H. Forni
Jeremiah F. Cahir

Board of Selectmen

ils
cc: Congressman Hastings Keith

Port Authority, State Department of Public Works, Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

majority report to the extent of disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logan-

Jetport
1.20.1

Armed Serv. Facilities:
OTIS

Jetport
1.18.1

March 29, 1971

Mr. & Mrs. John Schwalbe
INN OF THE GOLDEN OX
RT. 6-A and Tubman Rd.
Brewster, Massachusetts 02631

Dear Mr. & Mrs. Schwalbe:

Thank you for your letter concerning the establishment of a jetport at Otis Air Force Base.

You may be sure that I share your strong opposition to this scheme. I have participated, along with others concerned about the future of the Cape, in the successful efforts to persuade the Governor to announce his opposition to the jetport proposal. I also testified in opposition before the Legislature's Joint Transportation Committee.

Now I am happy to report that the Otis jetport proposals are dead for the foreseeable future. The Governor and the Massport Authority have announced that they do not favor the location of a jetport in our area. Finally, I believe that federal and state environmental statutes, not to mention a requirement for adequate surface transportation linkages with Otis, would greatly hinder the establishment of a jetport in such an ecologically delicate and relatively remote area as the Cape.

In conclusion, you may of course be sure that I will continue to do all I can to prevent the establishment of a jetport in our area.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:avn

Federal Aviation Administra- physical expansion of Logan-

March 24, 1971

Mr. & Mrs. John Smallie
Dept of Sig. College of
Mr. Sml and Dunham Bl.
Kingsville, Massachusetts 02847

Dear Mr. & Mrs. Smallie:

Thank you for your letter concerning the availability of a
laptop at Alle Air Force Base.

You may be sure that I encourage strong opposition to such
a base particularly, along with many others, the issue
of the noise. In the meantime, efforts to prevent the
establishment of the base in the Jupiter area. I also
intend to communicate to the Jupiter Airport Authority
Director (Cmdr.).

Now I am hoping to convince other the most Jupiter economic
need for the development future. The economic and the
Authority have announced that they donor have the
a laptop in our area. Finally, I believe that
environmental existence, not to mention a
interface transportation linkage without
the establishment of a laptop issue
and relatively remote area in the

In conclusion, you may of course be sure that I will
to all I can to prevent the establishment of a
area.

Sincerely,

Richard Stone
Member of Congress

Enclosure

Jetport

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TINGLOF, BRUCE W

Armed Serv/facil/otis

Jetport
19.1

ch 1971

ring about the possibility
into a commercial jetport.

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the Commonwealth, specif-
setts Aeronautics Commission
cker Snow, Director of the
Cape jetport, the Governor
that they oppose such a
he jetport proposal is

the location of a major
ally delicate area as the
my views concerning the
o the SST) I'm enclosing
nt to the Editor of the

ely,

KEITH
Congress

INN OF THE GOLDEN OX
Rt. 6-A and Tubman Rd.
Brewster - on Cape Cod
Massachusetts 02631

arm

18.2

March 23, 1971

Hon. Hastings Keith
State House
Boston, Mass. 02133

MAR 29 1971

Dear Representative Keith:

We are distressed to hear that Mass. Port Authority still hopes to situate a major jetport at Otis Air Force base.

We moved to Brewster four years ago because we appreciate the fresh clean air and the way of life here as opposed to a big city.

We are urging you to vote against this proposal.

Sincerely,

John Schwalbe

John and Marie Schwalbe

mission, State Department of Commerce, Boston office of the Federal Aviation Administra-

gan
expansion program saying:

"Any future decision on the physical expansion of Logan-

Jetport
1.20.1 —

TINGLOF, BRUCE W

Armed Serv/facil/otis

Jetport
19.1

23 March 1971

Mr. Bruce W. Tinglof
101 Chestnut Street
Foxboro, Massachusetts

Dear Mr. Tinglof:

Thank you for your recent letter inquiring about the possibility of Otis Air Force Base being converted into a commercial jetport.

First of all, I would like to point out that the responsibility for making such a decision rests with the Commonwealth, specifically with the Governor, the Massachusetts Aeronautics Commission and the Massport Authority. While Crocker Snow, Director of the Mass. Aeronautics Commission favors a Cape jetport, the Governor and the Massport Authority have stated that they oppose such a scheme. Thus, it seems safe to say, the jetport proposal is dead for the foreseeable future.

In any case, I am strongly opposed to the location of a major commercial airport in such an ecologically delicate area as the Cape. For your further information on my views concerning the jetport scheme (and its relationship to the SST) I'm enclosing a copy of a letter which I recently sent to the Editor of the Vineyard Gazette.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:ds
Encl.

...achusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

...ent ... disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logan-

TINGLOF, DANIEL W.

Armed Serv/Econ/Ind

29 March 1971

Mr. Steve M. Tingloff
101 Chestnut Street
Foxboro, Massachusetts

Dear Mr. Tingloff:

Thank you for your recent letter inquiring about the possibility of Otis Air Force Base being converted into a commercial airport.

First of all, I would like to point out that the responsibility for making such a decision rests with the Commonwealth, operating locally with the Governor, the Massachusetts Aeronautics Commission and the Massport Authority. While Senator Long, Chairman of the Aeronautics Commission Hearing a close friendship, the Commission and the Massport Authority have stated that they oppose such a scheme. Thus, it seems safe to say, the Massport proposal is dead for the foreseeable future.

In any case, I am strongly opposed to the building of a major commercial airport in such an ecologically delicate area as the Cape. For your further information on my views concerning the Massport scheme (and its relationship to the SST) I am enclosing a copy of a letter which I recently sent to the editor of the Vineyard Gazette.

Sincerely,

Edward M. Kennedy
United States Senator

EMK:lm
Encl.

Jetport

1.20 .1 —

MAR 13 1971

12.2

Bruce W. Tinglof
101 Chestnut Street
Foxboro, Massachusetts
Apt E 3-2

March 8, 1971

Rep. Hastings Keith
House Office Building
Washington, D. C.

Dear Sir:

We have recently purchased land in Sandwich, Massachusetts, near Otis Air Force Base. We are contemplating building.

Can you advise us on the plans for converting Otis to a commercial jet port?

What is your position on this ecological rape of a quiet historical area?

Sincerely yours,

Bruce W. Tinglof

Bruce W. Tinglof

Port Authority, State Department of Public Works, Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

majority report to the extent of disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logan-

Port Authority, State Department of Public Works, Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

majority report to the extent of disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logan-

Jetport 2011

Decision Near on $1/2 Billion Plan To Serve Needs of Eastern Mass.

By Stephen Kurkjian
Globe Staff

A study report indicating whether a new half billion dollar jet airport should be constructed to handle the air transportation needs of Eastern Massachusetts through 1990 will be submitted to Governor Francis W. Sargent in the next two weeks.

The technical study, which is being coordinated by the Metropolitan Area Planning Council, will recommend either that a new giant jetport be built or that Logan International Arport be extended along with expansion of the 10 "satellite" airports that ring Greater Boston.

Besides deciding on whether a new airport should be built, the study will recommend three possible locations. The group has narrowed the locations to three sites from more than a dozen.

The report, which is called A Study of Airport System Requirements for Eastern Massachusetts through 1990, is being made by the Federal Aviation Administration, the Mass. Aeronautics Comm., the Mass. Port Authority, the Dept. of Public Works, the Dept. of Commerce and Development and the M.A.P.C.

Originally, the study group was formed to make technical changes in the report of the consultant firm which recommended in 1968 that a second airport be constructed in Dover.

After this proposal failed to get off the ground, the M.A.P.C. suggested that the Technical Advisory Committee take on the task of making its own study and recommendations to the governor and the Legislature.

A source close to the study group said that if a new airport is built it will cost $500 million and take seven years to construct.

Selection of the possible new site for new airport was made by considering the cost; aeronautical features of the location; the marketability of the site and the socio-economic affect on the community.

If the study recommends instead expansion of Logan Airport, it will also recommend a massive $10 million expansion program for the 10 smaller Greater Boston airports.

These airports are in Lawrence, Beverly, Bedford, Norwood, Mansfield, Marshfield, Weymouth, Lowell, Marlboro and Hopedale.

PROBLEMS, Page 46

Giant jetport or bigger Logan to serve needs of eastern Mass.

★ PROBLEMS
Continued from Page 33

These smaller airports would be used to handle general aviation flights for Eastern Massachusetts through 1990 while the expanded Logan Airport would handle the commercial flights.

It has been estimated that by 1980, general aviation and commercial flights will double the present figures and by 1995, general aviation flights will be five times what they are now that the private, corporate and other non-commercial flights would service the satellite facilities and free Logan for only the large commercial jets.

Renovation of the suburban airports would entail at least a double runway as well as installation of bad weather landing equipment.

Federal Aviation Administra- physical expansion of Logan-

Globe 6-9-70

New Airport Proposal Lists 3 Sites for Study

Jetport + 20.2

By James H. Hammond
Globe Staff

The Metropolitan Area Planning Council will recommend to Gov. Sargent and the Legislature today that a study be undertaken on three possible sites in Eastern Massachusetts for the area's second major airport.

The areas to be studied during the next year, if Sargent follows the recommendations of the MAPC, are Hopkinton, Plymouth and Otis Air Force Base on Cape Cod.

The initial cost of the airport would be as much as $300 million, perhaps more, according to the council's recommendations, scheduled to be made public at a press conference at 11 a.m. today.

The decision to begin planning for a second major airport, according to the council, is dictated by the fact that by 1990 Logan International Airport will have been saturated.

In the event there is a limitation placed on the Massachusetts Port Authority's present planned development, the council says the need for a second airport could be critical "and-or immediate."

AIRPORT, Page 7

Federal Aviation Administra-

any future decision on the physical expansion of Logan-

Hopkinton, Plymouth, Otis AFB proposed air

★ **AIRPORT**
Continued from Page 1

For the present, the council recommends the expansion and development of Logan International Airport to its fullest within existing boundaries.

The council also will tell the governor and the state Legislature that Dover, as a possible second major airport site, is not acceptable. Dover was recommended two years ago as the prime site for Boston's reliever airport in a study prepared by the Cinncinnati consulting firm of Landrum & Brown.

The same consulting firm also listed Sharon-Easton as a possible alternative. The MAPC today will tell Sargent the Sharon-Easton site also is not acceptable.

The council also will recommend that no possible further consideration as a site be given to the Uxbridge area in the upcoming study. Initially, the MAPC staff, after rejecting Dover, had proposed as an alternative Uxbridge-Douglas, on the Massachusetts-Rhode Island line.

In its recommendations, the council urges that the governor, with the approval of the General Court, appoint a special Airport Site Selection Commission for the purpose of conducting a final one-year detailed evaluation of the alternate sites.

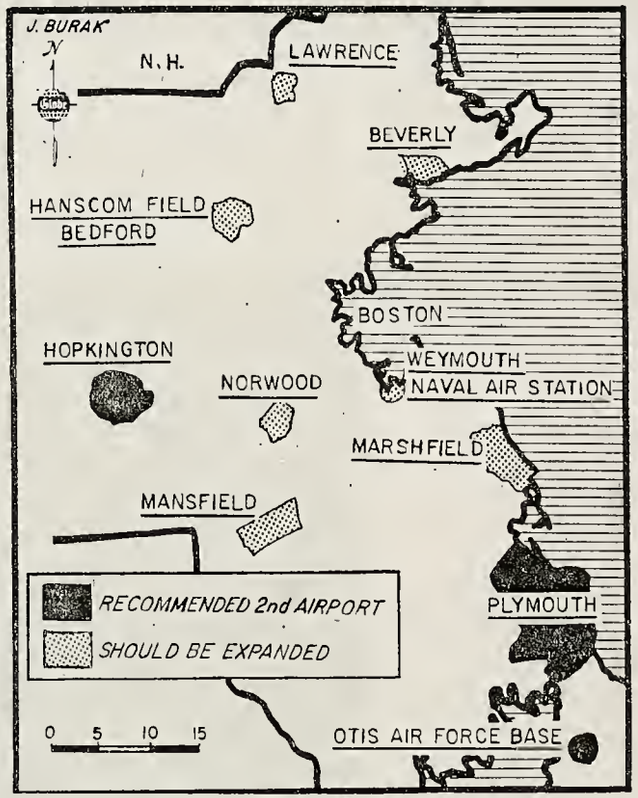
In addition, this commission will have the responsibility of establishing the identification of a selected specific site and of recommending preservation of it for eventual use as a second major airport.

The commission also will have the responsibility of developing a plan which would detail the amount of land necessary.

In addition, the council recommends that the site be acquired by "an appropriate state agency" and be made available through legislation to the Massachusetts Port Authority for development.

The council anticipates that the second airport site could be developed initially as a "general aviation type" (business and corporate planes) supplementary airport by the Authority if sufficient Federal aid and Authority revenue resources were available.

Its conversion into a second major airport would depend on the demands of the aviation industry.



POSSIBLE SITES OF AIRPORT EXPANSION

In addition to recommending action on a second major airport for Eastern Massachusetts, the council today will recommend development of general aviation airports in the state through expansion of seven existing air facilities and the development of four supplementary airports.

The Massachusetts Aeronautics Commission, which

The present seven airports which should be expanded, according to the MAPC, are, Hanscom Field at Bedford, Weymouth Naval Air Station and Beverly, Norwood, Marshfield, Lawrence, and Mansfield airports.

Bedford is a MPA facility, although it is used by the Air Force in part. Weymouth is a Federal facility with limited private flying. Beverly and Norwood are privately owned. Marshfield is a community airport. Lawrence is a city airport.

New areas where general aviation fields should be built, the MAPC will recommend, are Newburyport, Lowell, Marlboro and Hopkinton.

Financing the supplemental airport system would require $48 million over a 20-year period and it must be geared to Federal aid.

The responsibility of carrying out these in
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the community so desire
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Of the three recom
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Federal Aviation Administra-

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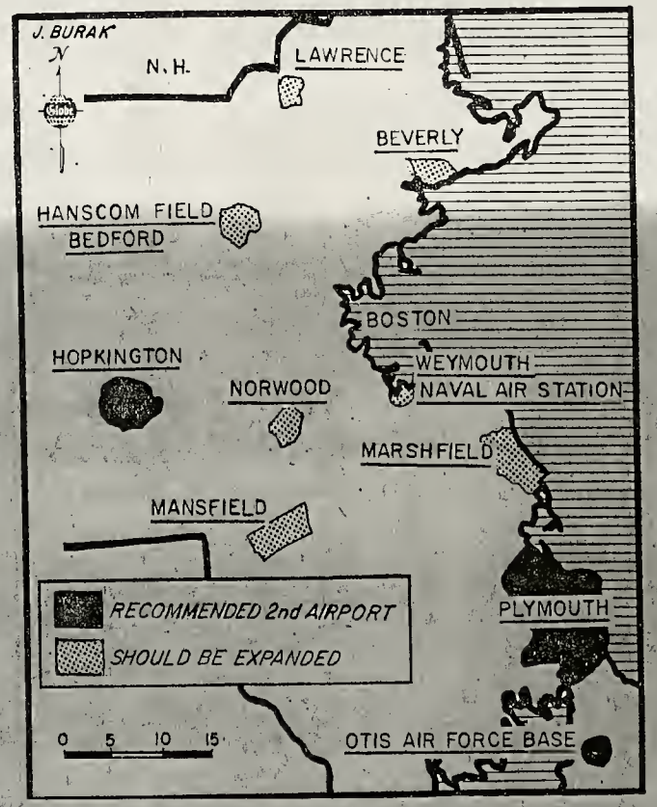

POSSIBLE SITES OF AIRPORT EXPANSION

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Financing the supplemental airport system would require $48 million over a 20-year period and it must be geared to Federal aid.

The responsibility of carrying out these improvements could be borne by the individual communities or by the state, if the community so desires, according to the MAPC.

Of the three recommended sites, only Otis Air Force Base already has the necessary land available — an estimated 20,000 acres.

This is in addition to runways capable of handling major commercial jet transports such as the 490-passenger Boeing 747. Otis, however, is about 65 miles from Boston.

Plans to develop a second major jet port in the Plymouth-Carver area have run into heavy opposition from residents in public meetings.

A majority of the [illegible] capacity in 1971

Globe 6-10-70

Panel seeks 3d study of airport expansion

Jetport
20.3

By James H. Hammond
Globe Staff

Does Metropolitan Boston need a second major airport?

What role will Logan International Airport play in the future air travel picture in Eastern Massachusetts?

These two questions prompted an extensive study four years ago that led to a second study, completed yesterday.

But the questions still remain, and the governor and the Legislature will be asked to authorize a third study on the matter.

However, this time the issue is narrowed and only four areas are to be considered as a site for a possible second airport.

This is what emerged yesterday as a technical committee of the Metropolitan Area Planning Council issued its report after a 21 month study of the air transportation needs of this region.

A majority of the committee urged another study be undertaken to determine which of the following locations could be a site for a second major airport: Hopkinton, Plymouth or Otis Air Force Base on Cape Cod.

However, the MAPC representatives on the committee favor Douglas-Uxbridge as the prime spot for the new air facility and urge that this area be included in any future study.

A majority of the committee favors the expansion of Logan, while the MAPC representatives call for the construction of a second airport and the transfer of all heavy jetcraft operations to the new airport from Logan.

The committee did concur on the need for expansion at seven of the state's other airports and for the construction of three new

SEN. WILLIAM WEEKS
. . . firmly opposed

RICHARD E. MOONEY
. . . "high priority"

to-, pointing out that if Logan operations were to be restricted, the remoteness of Otis would not be a drawback.

Sen. William D. Weeks (R-Cohasset) said yesterday he was "unalterably opposed" to a project that "would cause extensive economic injury to both the Plymouth and Cape Cod areas."

Weeks said the airport "would have a devastating effect on the ecology of both areas" and "the cost of this project would be nothing short of staggering."

William E. Cullinan Jr., area manager of the Federal Aviation Administration later yesterday stated that without further improvements, Logan would reach its normal capacity in 1971 with 330,000 operations. If Logan is expanded, Cullinan said, the capacity would be reached about 1975.

On the need for a second airport, Cullinan said it would arise sooner than 1990 and he supported the acquisition of land as a possible second airport site.

The FAA favors Hopkinton as the site over Plymouth, Cullinan said, and

mission, State Department of Commerce, Boston office of the Federal Aviation Administra-

remote facilities, such as Pease Air Force Base in Portsmouth and Grnier Field in Manchester, N.H., should also be studied as possible alternates, Cullinan added.

Cullinan mentime called for the expansion of Logan to its full potential because of its convenience to the core city. Actual development of a new major airport should be deferred until such time as it is clearly established that an expanded Logan will become saturated.

expansion program saying:

"Any future decision on the physical expansion of Logan-

A majority of the committee favors the expansion of Logan, while the MAPC representatives call for the construction of a second airport and the transfer of all heavy jetcraft operations to the new airport from Logan.

The committee did concur on the need for expansion at seven of the state's other airports and for the construction of three new ones in addition to ones in either Hopkinton or Plymouth.

Members of the Council's technical committee represent the Council, the Massachusetts Port Authority, the Massachusetts Bay Transportation Authority, the State Department of Commerce and Development, the Massachusetts Department of Public Works and the Federal Aviation Administration.

At a press conference yesterday, Richard E. Mooney, director of aviation for the MPA, said the question of acquisition of land for a second airport should be a high priority item.

However, he pointe d out that the Authority is not convinced that there is a need for a second airport as of this time because the future role of STOL (short takeoff and landing) planes has not been assessed. In addition, he noted, the transportatior picture could be changed by the development of a high speed train system between New York and Boston.

At present some 37 percent of all of Logan's air traffic is between these two cities.

The Massachusetts Aeronautics Commission, through its chairman, Crocker Snow, concluded that the air transportation needs through the 1990's could be met through an expansion of Logan as the main airline terminal together with the completion of current state and national plans for other airports.

If Logan's improvements can't be accomplished, the MAC chairman then added, then it would be necessary to create a second major airport.

Snow advocates the acqusition of Otis as a "backup" airport for Logan despite its 65 miles from Bos-

capacity in 1971 with 330,000 operations. If Logan is expanded, Cullinan said, the capacity would be reached about 1975.

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The FAA favors Hopkinton as the site over Plymouth, Cullinan said, and places Otis in a separate category.

If Otis is to be considered, then other equally

mission, State Department of Commerce, Boston office of the Federal Aviation Administra-

expansion program saying:

"Any future decision on the physical expansion of Logan-

Staff Reporter

noted that the master plan

Jetport
20.4

Hopkinton Prime 2nd Site

Agencies at Odds In Airport Study

By CHARLES LEVERONI
HT Staff Reporter

Five of eight agencies participating in a survey of airport facilities needed in eastern Massachusetts dissented in part from the majority view, a report on the study disclosed yesterday.

The two-year study, which cost $200,000, recommended Hopkinton as the prime site for any second Boston airport that is constructed as a backup for Boston's Logan International Airport.

THE REPORT estimated that such an airport would cost $400 million, encompass 20,000 acres and result in a loss of 1,650 homes and relocation of 5,400 residents.

North Plymouth and Otis Air Force Base were suggested as possible alternative sites.

Fourteen other potential sites were rejected including the Dover area which had been recommended in an earlier study, and the Uxbridge-Douglas area near Worcester.

The report left unanswered the question of whether, or when, a second airport should be built and referred this question to the governor's office and the legislature.

The agencies also recommended a year's study a special commission, to be appointed by the governor, make a final site selection and to recommend methods of funding for acquiring the land.

The study was made by the Interagency Committee created by the Metropolitan Area Planning Council and was based on the needs of the Boston Metropolitan airport system in the next 20 years.

PARTICIPATING were MAPC, MBTA, Massachusetts Port Authority, State Department of Public Works, Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administra-

The FAA, in its comments, noted that the master plan had yet to be approved by the federal agency.

It added: "Although there is a possibility that Boston-Logan can be developed to meet forecast requirements, this can only come to pass if various untested theories prove to be correct and the airport is permitted to develop without constraint.

"Neither can be forecast with any degree of assurance at this time."

The FAA went on to recommend, in the interests of "sensible planning," that "land-banking" for a second major airport—meaning the acquisition of land for possible future use—be started.

THE MASSACHUSETTS Aeronautics Commission said that four additional steps should be taken to assure continuous adequate handling of future air service.

It said these included selection of Otis AFB as a backup for Boston, particularly for use by supersonic transport.

The Massachusetts Port Authority said that while it concurred with basic conclusions of the study, it was imperative that "any new airport must be located sufficiently close to Boston to insure that adequate traffic would be generated to support its development as well as to provide necessary capacity relief for Logan."

"The transferring of international air service from Boston would only serve to degrade international air service through the Boston gateway," the authority concluded.

The DPW departed from the majority report to the extent of disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logan-

HT Staff Reporter

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PARTICIPATING were MAPC, MBTA, Massachusetts Port Authority, State Department of Public Works, Massachusetts Aeronautics Commission, State Department of Commerce, Boston office of the Federal Aviation Administration and the U.S. Department of Transportation.

The MAPC member, in his dissent, suggested that the Uxbridge-Douglas area be selected and rejected the Hopkinton site as "inappropriate."

A majority of the Interagency Committee recommended that the Logan Airport be expanded with its present limits, in accordance with a revised "master plan" prepared by the Massachusetts Port Authority.

noted that the master plan had yet to be approved by the federal agency.

It added: "Although there is a possibility that Boston-Logan can be developed to meet forecast requirements, this can only come to pass if various untested theories prove to be correct and the airport is permitted to develop without constraint.

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The DPW departed from the majority report to the extent of disagreeing with the Logan expansion program saying:

"Any future decision on the physical expansion of Logon-Boston must be a political consideration which will reflect economic, social and environmental factors."

The study committee also recommended new general aviation (not-airline) airports be constructed in the Marlboro and Hopkinton, Lowell and Newburyport areas, and that present airports in Bedford, Weymouth, Beverly, Norwood, Marshfield, Lawrence and Manfield be expanded.

Member of Congress

HK:dp

The Standard-Times

Standard Founded 1850 Times Founded 1902 Consolidated 1932

Tuesday, February 24, 1970

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Jet pnt 20.

A Frivolous Imposition

Under the category of frivolous proposals before the legislature, we would give prominence to that recommending the establishment of a vast international airport complex in Plymouth County.

The idea originated in an unlikely combination of Van Ness Bates, 74, a onetime Boston socialite, whose imaginative repertoire has included plans for a viaduct from Dartmouth to the Elizabeth Islands and various bridges spanning Buzzards Bay, and Sen. Mario Umana representing the area contiguous to Boston's Logan Airport.

Their scheme would 1) virtually destroy the historical identity of Plymouth, 2) erase two towns from the map, 3) violate basic conservation policies to which state and federal governments are committed, and 4) place an additional huge traffic burden on the already overloaded and almost unexpandable arteries between Boston and Southeastern Massachusetts.

Despite its frail underpinnings in reality, however, the bill is entitled, under the absurd "right of free petition" policy, to all the standard legislative processes.

One of the latter, a public hearing, was moved from the State House to Plymouth — a kindly gesture by the Joint Committee on Transportation—and the outpouring reflected not only total opposition to the proposal but also demonstrated the toll in time, trouble and concern that such frivolities exact from the populace.

The committee, it is hoped, will give short shrift to this adventure into mischief, and note it as a prime example of why the free petition bill-filing process in Massachusetts is an object of national amusement.

HASTINGS KEITH
Member of Congress

HK:dp

earliest days in public life as have I. As Governor of the Commonwealth you are in the best position to give assurances that our efforts, and those of other conservation-minded people, to preserve and protect Cape Cod are not in vain.

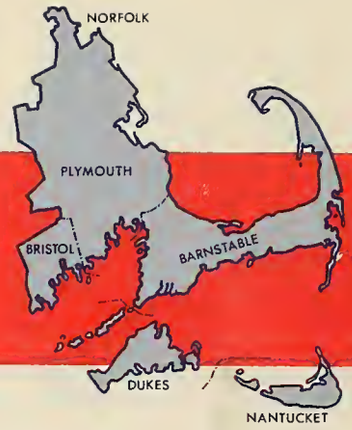
Sincerely,

HASTINGS KEITH
Member of Congress

HK:dp

NEWS

From
CONGRESSMAN
HASTINGS KEITH
12TH MASSACHUSETTS DISTRICT



August 25, 1970

Jetport
00, a,

The Honorable Francis W. Sargent
Governor
State House Boston,
Boston, Massachusetts

Dear Frank:

In recent months in Southeastern Massachusetts there have been persistent rumors nurtured by implicit and explicit statements by State Senator William D. Weeks that the Federal Government is considering conversion of Otis Air Force Base into a commercial jet airport.

You and I both know that Federal aviation laws provide that the Commonwealth must take the initial action with regard to any airport development other than military. The Federal Aviation Administration advises me that any federal funds for airport development--particularly for establishment of an additional jetport facility--would require the State's request to that effect.

They further would require that any such proposal be preceded by comprehensive studies which would take into consideration all other modes of transportation.

I have gone on the record in both correspondence and in public discussion as unalterably opposed to the creation of a commercial jet airport anywhere in Southeastern Massachusetts and most emphatically am opposed to conversion of Otis Air Force Base to such use.

The Air Force has advised me that they contemplate no change in the existing mission at Otis; and have further advised that they would be opposed to dual use of the military complex as a commercial jetport even should the Commonwealth or any commission established by you make such a request.

As one who has consistently pressed for conservation on Cape Cod and in other areas of Southeastern Massachusetts, I urge you to join me in taking a strong public stand against any such jetport development as Sen. Weeks suggests is going to take place. (This proposal appears to me to be utterly illogical. Not only would it be disasterous to the ecology of the Cape but it would be far removed from the population centers it is intended to serve.)

The people of my District have been alarmed and upset by these statements which imply that use of Otis as a commercial jet facility is inevitable, especially by Supersonic Transports (SST). This is, in my opinion, a cruel misrepresentation of the facts.

It is time for responsible public officials not only to reassure homeowners and residents of the District that we are against conversion of Otis into a major commercial facility, but also that we are prepared to work against any proposals which might clear the way for such conversion.

You have been a leader in the fight for environmental quality from your earliest days in public life as have I. As Governor of the Commonwealth you are in the best position to give assurances that our efforts, and those of other conservation-minded people, to preserve and protect Cape Cod are not in vain.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:dp

NEWS

From
CONGRESSMAN
HASTINGS KEITH
12TH MASSACHUSETTS DISTRICT

AUGUST 26, 1970
FOR IMMEDIATE RELEASE

FOR INFORMATION PLEASE CALL
(617) 584-1360

Jetport
20.3

KEITH URGES GOVERNOR
TO JOIN OPPOSITION
TO CAPE COD JETPORT

WEST BRIDGEWATER--Congressman Hastings Keith (R-Mass) of the 12th Massachusetts District has urged Governor Francis W. Sargent to join him in putting to rest rumors that the Federal Government is seeking to convert Otis Air Force Base into a major commercial jetport.

Keith pointed out in a letter to the Governor yesterday (August 25) that the state, not the Federal government, would have to take the initial steps to bring about development of a commercial jetport at the Cape Cod military base.

Stating that Federal aviation laws provide that the State must initiate action with regard to any airport development, Keith wrote: "The Federal Aviation Administration (FAA) advises me that any federal funds for airport development--particularly for establishment of an additional jetport facility--would require the State's request to that effect."

Keith also pointed out that any state request for changing Otis from a military to a commercial port must, according to the FAA, "be preceded by comprehensive studies which would take into consideration all other modes of transportation."

Dual use of the base for both military and commercial operations has been ruled out by the Air Force, Keith said.

Since conversion of Otis into a commercial jetport would have to be initiated by Governor Sargent or by a commission appointed by him, Keith urged Sargent to take a positive public stand against such a proposal now.

-30-

20.3.2

Such a stand, Keith wrote, would put to rest "rumors nurtured by implicit and explicit statements" by State Senator William D. Weeks (R-Cohasset) to the effect that the Federal Government is seeking to impose a jetport on the area.

"As one who has consistently pressed for conservation on Cape Cod and in other areas of Southeastern Massachusetts," wrote Keith, "I urge you to join me in taking a strong public stand against any such jetport development as Sen. Weeks suggests is going to take place."

"The people of my District have been alarmed and upset by these statements which imply that use of Otis as a commercial jet facility is inevitable, especially by supersonic transports (SST)," said the Congressman.

Calling such statements "cruel misrepresentation", Keith said: "It is time for responsible public officials not only to reassure homeowners and residents of the District that we are against conversion of Otis into a major commercial facility, but also that we are prepared to work against any proposals which might clear the way for such conversion."

Keith concluded his letter by stating: "As Governor of the Commonwealth you are in the best position to give assurances that our efforts, and those of other conservation-minded people, to preserve and protect Cape Cod are not in vain."

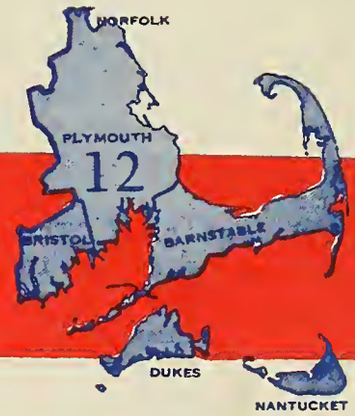
--30--

FULL TEXT OF LETTER IS ATTACHED.

NEWS

From
CONGRESSMAN
HASTINGS KEITH
12TH MASSACHUSETTS DISTRICT

10



Jetport 20.4

I am saddened by last night's crash of an Air Force EC 121 H off Nantucket Island. I am particularly sorry to learn that the aircraft commander was Colonel James P. Lyle, Commander of the 551st Airborne Early Warning and Control Wing at Otis Air Force Base. Colonel Lyle was a personal friend and an excellent officer. His heroic efforts in turning the plane to sea and avoiding a populated area of Nantucket were in the finest tradition of the U.S. Air Force.

I extend my heartfelt sympathies to the wives and the families of all those who were lost. These men and their comrades at Otis Air Force Base have long performed the valiant and arduous task of patrolling this nation's flanks against surprise attack.

Because this is the third crash within two years of an Air Force Constellation-type aircraft flying out of Otis, I am demanding that the Air Force and the House Armed Services Committe investigate not only the cause of this crash but also the question of whether these aircraft are perhaps dangerously obsolete. The EC 121H aircraft, which fly patrol and picket flights from Otis, are military versions of the familiar Constellation transport plane. While the commercial airlines are phasing their aging Constellations out of service, the military is still using these planes on a continuous duty basis. This use may be justified by cost analysis at the Pentagon; however, cost analysis is no justification for the use of dangerously obsolete equipment by our Air Force.

n. d.

Jetport 20.5

SENATE . . . . . No. 1156

By Mr. Umana, a petition of Van Ness Associates, by Van Ness H. Bates, chairman, the Mass. Improvement Association, Inc., by Van Ness H. Bates, president, Mario Umana, James A. Kelly, Jr., Martin A. Linsky and Maurice E. Frye, Jr., for legislation to provide for the acquisition and development by or through the Commonwealth of Massachusetts of certain properties and rights for airport and civic and other public interest purposes in Plymouth County; and to appropriate funds for these said purposes. Transportation.

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Seventy.

AN ACT TO PROVIDE FOR THE ACQUISITION AND DEVELOPMENT BY OR THROUGH THE COMMONWEALTH OF MASSACHUSETTS OF CERTAIN PROPERTIES AND RIGHTS FOR AIRPORT AND CIVIC AND OTHER PUBLIC INTEREST PURPOSES IN PLYMOUTH COUNTY, AND TO APPROPRIATE FUNDS FOR THESE SAID PURPOSES.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. The department of public works, hereinafter termed the department, shall proceed forthwith to acquire, in the name of the Commonwealth of Massachusetts, all lands water areas, properties, easements and/or any realty, utility or other rights as — in consultation and/or cooperation with the Massachusetts aeronautics commission, the Massachusetts port authority, the department of natural resources, the department of community affairs and any other federal, state, county, municipal or other governmental authorities or agencies — may be deemed expedient or necessary for the following purposes:

(a) to create an adequate international-type airport of not less than ten thousand (10,000) nor more than twenty-one thousand (21,000) acres in any advisable parts of the townships of Bridgewater, Halifax, Kingston, Middleborough and Plympton.

(b) to establish a new municipality of not less than fif-

teen thousand (15,000) nor more than twenty-five thousand (25,000) acres in any advisable parts of the townships of Carver, Kingston, Plymouth and Plympton.

(c) to acquire such realty or other rights in, or control of, contiguous, adjacent or fringe areas or buffer zones of the said airport or municipality areas as may be deemed advisable or necessary for the public interests.

SECTION 2. The airport shall be named and known as the Pilgrim International Airport; and the new municipality shall be named and known as Pilgrim City.

SECTION 3. The department shall proceed to make all acquisitions deemed necessary, and certify the cost and circumstances of each transaction to the treasurer of the Commonwealth in such form and detail as he may prescribe. Such acquisitions may be either in the airport or the municipality areas or in the contiguous, adjacent or fringe areas or buffer zones. The department may make its acquisitions either by eminent domain or negotiation. If by eminent domain, the department is hereby authorized to exercise any necessary powers as provided for in chapter seventy-nine of the General Laws as amended to date. If by negotiation, the department may purchase or lease (with or without option to buy) any properties or rights, either publicly or privately owned, at a cost not to exceed fifty percent more than average assessed values for the two years preceding the taking effect of this Act adjusted to appraised full market values for said years by the municipal assessing authorities of the respective townships, or other public assessing authorities for any federal, state or county properties or rights involved.

SECTION 4. The department shall, in consultation and/or cooperation with the federal, state, county or municipal authorities or other governmental authorities or agencies specified in *Section 1*, prepare master plans for both airport and municipality areas development. These plans shall include such matters as rail and road access to Boston and elsewhere; airport terminal, runways and general service areas design;

8 and flight control and other basic facilities; as well as civic
9 center layout for the municipality and general plan of de-
10 velopment for an adequate system of highways, housing,
11 commercial, industrial, educational, recreational and other us-
12 ual civic needs.

1 SECTION 5. The department, through its division of water-
2 ways, shall proceed to reclaim and improve all necessary wet-
3 lands, swamps, bogs, ponds and streams to desired grades and
4 conditions; and shall provide adequate conduit or other drain-
5 age facilities for the entire areas involved either directly or
6 indirectly. The Taunton river in Bridgewater and Middle-
7 borough may also be relocated, if found expedient, in such
8 new location and to such width and depth as may be deemed
9 adequate, together with such changes in tributary streams as
10 may be indicated as desirable.

1 SECTION 6. The department shall prepare such time sched-
2 ules for the execution of its necessary operations and the
3 estimated costs thereof as it can reasonably do at six month
4 intervals, and transmit these to the governor and treasurer of
5 the Commonwealth. The department shall have the right to
6 lease back to owners of properties, or to others when the
7 department, for the Commonwealth, has become the owner,
8 the use of such properties for such periods of time and on
9 such terms as the department may fix and the district court
10 of Plymouth county approve. But under none other than wil-
11 ling written consent shall any property holder be dispossessed
12 and/or evicted without six months written due notice from
13 the department by certified or registered mail. Nor shall any
14 cranberry bog or other active agricultural area be taken be-
15 fore the current harvest season ends.

1 SECTION 7. The department, on its own initiative, or on
2 written request of any governmental authority or agency
3 specified in *Section 1*, may retain special consultants or extra-
4 departmental services for such services and on such terms as
5 the department may deem warranted and for the best public
6 interests.

SECTION 8. The department shall petition the United States departments of Transportation and of Housing and Urban Development for advance and other planning and general grants, contributions or loans, and for other aid and advice as regards federal aviation interests, federal subsidized or owned housing, and all other matters involving federal-state relations in all relevant regards.

SECTION 9. The governor of the Commonwealth shall cause to be presented to the United States department of State the concept of the petitioners for this Act of the Pilgrim International Airport and the Pilgrim City as a composite "Pilgrimage Port of Entry" for all organized, approved, and to any degree federally or state subsidized educational, economic or cultural groups from anywhere to be welcomed and lodged in a federally-state supervised "Amity Village" within Pilgrim City before and/or after prearranged tours or study trips of any parts or elements of the United States or its institutions, enterprise or other approved objectives. Also that the governor shall propose to the United States government that Pilgrim City be dedicated as a federal-state three hundred and fiftieth anniversary commemoration of the founding of the Plymouth colony by the Pilgrims in 1620 on Thanksgiving Day, 1970, or as soon thereafter as may be practicable.

SECTION 10. The department shall advise the governor and the treasurer of the Commonwealth as to its estimated financial requirements in all the foregoing regards at six month intervals. The treasurer shall thereupon make provision for such financings and shall cause notes or bonds of the Commonwealth to be issued at such rates and on such terms as he, with the advice and consent of the governor and the governor's council, shall deem best for the public interests up to the amount, hereby authorized and appropriated, in the first instance, of two hundred million dollars. The treasurer shall advise the governor and governor's council as to the need for increments of this appropriated amount as soon as such need is certified to him in writing by the department.

1 SECTION 11. The provisions of this Act are separable, and
2 the invalidity of any provision or part thereof shall not in-
3 validate the others.

1 SECTION 12. (Emergency Preamble) This Act, involving
2 matters of great and urgent import to the Commonwealth,
3 shall take effect upon its passage.

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